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says the engineer of the Manhattan Beach train was in fault in running at high speed at that point. Moreover, the engineer admits that he had previously tried the air brake and it had failed.

HOW THE ACCIDENT OCCURRED. THE ENGINEER BLAMED-DETAILS OF THE COL-LISION.

The accident took place within a hundred yards of the station at Hunter's Foint, At 6 p. m. a train of eight cars left Manhattan Beach for New-York, carrying few passengers. The first stopping place was at Sheepshead Bay, where, at the race track of the Coney Island Jockey Club, a large number of had assembled in the afternoon witness the races. The train from the Beach arrived at the race-course in time to bring over six hundred persons to the city. On account of the large attendance at the races the train was delayed somewhat longer than was expected, and, in consequence, Thomas Middleton, the enductor, ordered Thomas Glenn, the engineer, to make up for the lost time. The speed of the train was accordingly increased. Immediately behind locomotive and tender was a parlor car, in which were a considerable number of ladies and gentlemen. The remainder of the train was composed of the open excursion cars which the railways running to and from Coney Island use during the summer season. It was twenty minutes before 7 o'clock when the depot at Long Island City was seen by the engineer. As he approached the Third-ave. crossing he saw the engine-discs along the tracks in front of him change from white to red, warning him of danger. He blew the whistle for "down brakes," and the conductor and brakemen put all their strength into the task of lessening the speed of the rapidly moving train. The engineer immediately tried the air-brakes, but found to his horror they would not work quickly enough. The space which lay between his engine and the network of switches and tracks that was spread before the depot was lessening with fearful rapidity. Again the engineer whistled to the trainmen to tighten the brakes, but it was too late. A dark mass lay awaiting him on the same track that he was on. The headlight of an outgoing Flushing train gleamed in front of him, and he saw the glare of the light growing brighter and brighter. Long before this he had closed the throttle-valve of his engine, but the momentum of the train was so great that it forced the locomotive

abead with a fatal swiftness. At last Glenn saw that all hope of stopping his train must be abandoned, and, realizing that death would follow if he stood at his post, he sprang from his cab and fell upon his breast on the ground. Then there was a crash as the two engines came together, and a dense volume of steam and smoke

arose from the wreck. THE SCENE AFTER THE CRASH.

The scene which was presented to the yard-hands. who had watched the trains crash into each other without having it in their power to prevent the collision, was a terrible one. The heavy engine of the Mannattan train had lifted the locomotive of the Flushing train completely from the track, and flung it as though it had been made of cardboard many feet to the left. The shock of the collision to the Flushing train was broken by the derailing of the locomotive, and the cars of this train were simply sent back into the iepot, from which they had started a few minutes before. The Manhattan Beach train, however, was badly wrecked. The entire fore part of the engine had been smashed and the wheels in their revolutions splintered the ties and thrashed the ground with the broken piston-rods. The parlor-car had been telescoped by the open car at its rear. The comparatively light guards of the coach had been crushed in, and the heavy platforms of the excursion car protruded through one of its sides. Then to add to the horror, the oil lamps exploded and set the wood-work on fire. The flames spread rapidly until a stream of water from a station-hose was brought to bear upon the fire. Then it was extinguished. Beyond the splintering of the front platform of the third car no further damage was done to the train. When the crash occurred there was a rush on the part of the passengers of both trains out of the cars upon the track. They formed a crowd that rapidly grew larger as the news spread that a train had been wrecked within the depot. It was some time before the police arrived, and longer still before assistance was received from the hospitals.

But the ununjured passengers did not await the arrival of medical aid before they made efforts to extricate the dead and injured from the ruins. As the smoke cleared a hand was seen hanging from a window of the wrecked parlor-car and then Dr. W. R. Pryor, of No. 107 East Thirtyfifth-st., this city, crawled out from the debris and called for a rope saying that there were two men within the car who had been injured and were bleeding to death. A clothes-line was handed him and he went back into the car in company with Dr. W. J. Burnett, of Hunter's Point. When they reached the interior of the coach, they found that their assistance came too late to save the life of Edward Bernius, for the hemorrhage from his tor n leg had stopped and life was extinct. But over in the corner of the car with the entire weight of the fron-bound platform of the excursion car resting on his legs, sat Robert Smith, groaning from pain, but scious. He said in a husky voice: "For God'ssake, get me out of this," and the doctors went ungediately to his aid. As soon as they looked at the poor fellow they knew that he was fatally hurt, and that although they might succeed in releasing his body from the crush of the train they could not save his life. The two legs were so securely pinned that they would have to be ed. When Smith was told of this desperate resort he clinched his teeth and said, "Go ahead." The knives and saws performed their duty and the man never winced. All he asked for was a glass of water. Smith was taken after the amputation of his legs to the conductor's room in the station, where he lived twenty minutes and died in the arms of Detective McDonald of the rail-Then the bodies of the two way company. Then the bodies dead men were taken in an undertaker's wagon to the Morgue on Fourth-st.

HOW SOME PASSENGERS ESCAPED. There were few persons in the parlor car. Dr. Pryor sat directly opposite to Mr. Smith, but he escaped with a slight cut over the left eye. The remaining passengers, of whom there were ten, were hurt about the head and body. Three of them, Merides Norris, John Bredo and Vernon Barton were seriously hart. The persons on the excursion car which relescoped the coach escaped with a few trifling reuses. As soon as the wounded were taken from the wreck they were carried into the station, where they were carried into the station, where they were attended by physicians until the stretches from the ambulances which waited on the New-

KILLED IN A RAILWAY WRECK

COLLISION IN LONG ISLAND CITY.

A CROWDED TRAIN FROM MANHATTAN BEACH RUNS

INTO A FLUSHING TRAIN.

The train which left Manhattan Beach for Long Island City at 6 o'clock yesterday took a large number of passengers at the Sheepshead Bay race-course. It reached Long Island City a few minutes behind time. A Flushing train was about to leave the station and the smoke from the manhattan Beach train to stop. But the air brake failed to work, the car brakes were set only in part, and the two trains came in collision. Three passengers on the Manhattan Beach train to stop. But that he may die, and many received slight injuries. Superingendent Barton of the Long Island Rullroad says the engineer of the Manhattan Beach train to stop.

RILLED IN A RAILWAY WRECK

York side of the river had arrived. Then the injured were taken across the ferry, placed in the amululation of the depot when the Manhattan Beach train was jurit from the depot when the depot when the danger signal in postition, and Engineer Kretzman stopped his injuries. It was just noving from the depot when the danger signal in postition, and Engineer Kretzman stopped his injuries and Engineer Kretzman stopped his injuries and Engineer Kretzman stopped his injuries and Engineer Kretzman stopped his injuries. The collision continued was the injuries and the smoke from the unprotected fires added to work, the car brakes were set only in part, and the smoke from the unprotected fires added to work the smoke from the unprotected fires added to work the smoke from the unprotected fires added to work the smoke from the unprotected fires added to work, the car brakes were set only in part, and the smoke from the unprotected fires added to work the smoke from the unprotected fires added to work, the car brakes were set only in part, and the smoke from the unprotected fires added to work the smoke from the unprotected fires added to work the smoke from the unprotected fires added to work, the car brakes were set only in part of the school of th

Men were set at work at once removing the wrecked engines and the two wrecked cars. The rest of the train was backed away, and engine No. 67, of the Manhattau train, was put on the track and removed. The driving wheels were only thrown from the track. Engine No. 55, of the Flushing train, was badly damaged. The tender was smashed and the truck knocked out from under it, A large body of men were working at this late at night.

THE KILLED.

Following are the persons who were killed:

Following are the persons who were killed:

BER IUS, EDWARD C., twenty-two years old, living at

NO. 108 East Houston-at., bartender of the Madison
Club, at Madison-ave, and Twenty-sixth-st, was the
first yietim of the disaster. He was numarried, He
was in the parlor-car, and besides receiving fatal internal injuries had his right
leg crushed and fractured below the
knee, and his right forearm broken. He died almostinstantly. His body was taken to the Mograe, from
where it will be removed to his father's home this
moraing. The funeral will take place to-morrow. where it will be removed in a state to morrow.

Norris, Merides, a native of Bristol, Eng., but living at No. 1.702 Locust-st., Philadelphia, was in the partor-car, and was jammed between the seats and the platform of the second car. Bota legs were crushed and fractured. After his removal to Bellovue Hospital his legs were amputated at the knee. He also received internal injuries. At the hospital he retained his consciousness for two or three hours, and for a time the surgeons thought it possible that he would survive his injury. At 10 p. m. there were signs that he was recovering from the nervous shock, but soon after the reaction set in and at 12:30 he died.

he died.

SMITH, ROBERT, thirty-three years old, was a married man, but lived at his brother's home, No. 186 East Eightheth-st. Besides a wife he leaves a voung daughter. He had been employed as bookmaker at the races at Sheepshead Bay by Keily & Blise. He was in the parlor-car, and was crushed by the platform of the car which telescoped with it. Both legs were badly crushed and splintered, and his left thing and left forcarm were broken. After suffering the most intense pain for twenty minutes he died in the arms of Desective McDonald, who had drawn him out of the wreck and carried him to the conductors-room at the depot. His body was afterward removed to the Morgae, and will be taken to his home this morning. The funeral will take place to morrow, and the burial will be at the Cemetery of Evergreens.

LIST OF THE INJURED.

Few persons, if any, who were in the wrecked carriages escaped without injuries more or persons who crossed the Thirty-fourth Street ferry in the crowd that left Long Island City soon after the accident bore marks of bruises find cuts on their faces. The number of persons who were severely injured is much smaller. Following are

the principal cases:

Barron Veinon-business not known; living at No. 205 West I hirty-fourth-st., was standing near the centre of the parior car and was thrown headlong down the aisle by the shock of the collision. When the wreck was being cleared away he was found beneath the rear door of the car. A large splinter of wood was driven through the caif of his right lest. He removed the splinter himself, and, the blood being statucated and the leg bandle of the was placed on a stretcher and carried to New York. He was attended by a friend, William McClans, of No. 234 West Infrity-hintist. On arriving on the New York side Barto, was placed in an amountance and by his own desire was carried directly to his home. Later at night he was resting easily. His shoulder was slightly bruised and he was suffering from the nervous shock.

Beasley, Mercer, Prosecuting Attorney of Mcreer County, N. J., was in the parlor-car. His nose was broken and his legs were badly bruised. He was sent to the Hofman House.

Bredo, John.—A Cuban eigar-dealer at No. 135 West

to the Homman trouse.

Bredo, Johns.—A Cuban eigar-dealer at No. 135 West
Twenty-sixth-st.; was to the parlor-car, and was
squeezed between one of the seats and the
platform of the open car. His left leg was squeezed between one of the scale and the platform of the open car. His left leg was broken above the thigh, and he received internal in ternal injuries which are regarded as serious. He was taken to Bellevar Hospital, where his broken limb was set. At a late hour last night he was resting

cainily.

BUNT.

barkeeper at the Haymarket Garden, received slight cuts and bruses about the head and body. He was sent to his nome.

CARROLL, JOHN, living at Hunter's Point, was in the car which telescoped the parior-car, and received slight injuries about the head and neck, which were dressed at his house. He is a brother of Police-Sergeant.

CONNOR, W., of No. 500 Third st., cut in the head and

body.

DUNIAM, JOHN B., plane-manufacturer, of No. 27 West One-hundred-and-twenty-sixth-st., was slightly injured, but able to walk home.

GLENS, THOMAS, engineer of the Manhattan Beach train, and living at No. 55 Greenpoint-ave., Greenpoint, jumped from the cab of the engine has before the collision and fell heavily on the ground. He received severe contasions on the ground, arms, and upper part of the body, and internal injuries of the cheaf. He was taken to his home in an express wagoo, where his wounds were dressed by Dr. Z. B. Dennuler. LAWRENCE, WILLIAM, of this city, cut on the head.

LAWRENCE, —, received several cuts on the head and slight bruises about the upper part of his body. He went to his home uppersisted.

He went to his nome unassisted.

PRYOR, DR. WILLIAM H, living at No. 107 East
Thirty-lith-st., was in the second car and
received several cuts and bruises about
the head and face. His injuries were not serious
and he amputated Robert smita's legs before he was
taken out of the wreck. Dr. Pryor went to his home. awson, Lester, E., living at No. 110 West Twenty-third-st., received slight injuries and cuts about the head and body. He went to his home.

AMBULANCES SENT FROM BELLEVUE. An ambulance call was received at Bellevue Hospital at a quarter past 8 from the Thirty-forth Street Ferry. The ambulance had scarcely left the hospital when a second call was received, and a second ambulance was dispatched after the first Some word of the accident seemed to have preceded them. A crowd had gathered about the ferryhouse, and following the ambulances a stream of people came thronging in, swelling the numbers aiready gathered. There was no information to be obtained, but the wildest reports were circulated

and believed, some of these placing the number of killed as high as twenty. The ambulances arrived at the ferry before any of those who had been in the accident reached this city, but the first boat-load from Long Island City brought over many of the passengers who were on the train. Their information was no more explicit than what had already been received, and added to wild rumors that were in circulation in regard to the accident. The second boat that arrived brought several of the injured passengers, whe were able to get in coaches and be driven home; others who were more seriously injured were on stretchers and were placed at once in the ambu-

lances and taken to Bellevue Hospital . Drs. Wandell, Fuller and Woodward took charge of the wounded men on their arrival at Bellevue. The injuries of Merides Norris were found on examination of a character to make the amputation of both legs necessary. He had been standing on the platform of the car when the collision took place, and one leg was crushed out of all shape at the thigh, and the other was crushed below the knee. Norris is only eighteen years old and his home is at No. 1,702 Locust-st., Philadelphia. He remained conscious throughout the operation, but was unable to give any account of the accident, all being a blank to him. His case, while serious, is not regarded as fatal, as he has received no internal injuries, and if he survives the

nervous shock it is thought that he will provably

NEW-YORK, WEDNESDAY, SEPTEMBER 12, 1883.

shout. I don't know why they did. There was a great noise; everything seemed to go to smast. I wanted to run out of the car, but I couldn't; something held me back. Then, when the neople came to help me out, they hurt me very much. I was taken out of the side of the car; everything in it was broken up."

Bredo's brother was summoned and came to the hospital shortly after Bredo had been taken there. He said that the i jured man had gone to Manhattan Beach for a day's pleasure, and that he had expected to return early in the evening.

WHAT SUPERINTENDENT BARTON SAYS. Superintendent I. D. Barton was in his office immediately after the accident and there received statements from some of the train-men. At 10 p. m. he told a TRIBUNE reporter that he had examined only two men, Conductor Thomas Mid-dleton, of the Manhattan Beach train, and Michael Flannigan, the switchman and signalman. Engineer Thomas Gienu, he stated, had been taken to his home in Greenpoint, and the fireman of the Manhattan train had also gone home. The man's name was unknown to the superintendent.

"I find, from my examination," Mr. Barton said, "that the Manhattan train ran the Flushing and North Side into a short distance outside of the Long Island Raiiroad yard at 6:43 p. m. The accident was due to a disregard of the switchman's signal on the part of Engineer Glenn of the Manbattan train. This train consisted of the engine, followed by a parlor car and seven coaches. The Finshing train had four cars. The Flushing train was just going out and the Manhaitan train came in at a high rate of speed. The switchman gave the signalwhich is a dial one-for the Manhattan train to stop. The train at the time was half a mile off with a clear view to the signal. After the train had passed the bridge-a little over a quarter of a mile passed the bridge—a little over a quarter of a mile from the signal—the engineer blew 'down brakes' and the conductor and one brakeman put on two brakes. This had no apparent effect, and the Manha tan train came on, crashing into the Flushing train, which had come to standstill. Conductor Middleton stated that he thought that the engineer attempted to use the air brakes, but these did not hold. These brakes are a vacuum brake of the best kind. The switchman did his duty. I have not examined Engineer Glenn. So far it seems that the accident happened because the engineer disregarded the signal which Switchman Flannigan gave him."

Flannigan was seen afterward, but he refused to make any statement, and went home.

Thomas Glenn, the engineer of the Manhattan Beach train, lives at No. 55 Greenpoint-ave., Green point, where, with his wife, be occupies the top floor of a flat house. As soon as he saw that the collision was inevitable he and the fireman jumped from the train. Glenn was picked up by employes of the company who hastened to the scene of the wreck. Aithough not seriously injured he was taken to his home as quickly as possible by two employes, who borrowed an express wagon for the purpose- When he reached home he was able to walk up to his room assisted by his companions. As he left the wreck at once he did not know the result of his fariure to stop his train until late at night when Dr. Z. P. Dennler, the surgeon of the ratiroad company, and a reporter of THE TRIBUNE called to ascertain the extent of his injustatement regarding the cause of the accident. The wounded man was in bed when the surgeon called, and was found in a state of intense nervous excite-

"How badly are you injured?" inquired Dr. Dennler.

"Was any one killed?" anxiously inquired the

In reply the surgeon held up two fingers, and the man upon whom the superintendent and other rail way officials placed all the blame for the accident turned over and said: "If the brakes had only worked the collision could not have occurred." Dr. Dennler then carefully examined and found that aside an internal shock caused by jumping from the engine and a few bruises on his head, shoulders and arms he had an ugly cut on his nose. His pulse was high, but after the physician had administered an anodyne the engineer became more composed and gave the following account of the collision:

The train was behind its schedule time and was running at a fair rate of speed. When it left Blissville the engineer discovered what appeared to be a defect in the air-brake. He tried to apply it, but found that it was entirely useless, and merely as a test he whistled for brakes," in order to warn the brakemen that they must be on hand to stop the train. He intended to have them bring the train nearly to a full stop befor he whistled "off brakes," but to his surprise no attention was paid to his signal surprise no attention was paid to his signal by the brakemen, and he gave a longer blast. The heavy train with its eight cars was rushing on with no power to stop it; the air-brake had proved detective and the brakemen had proved negligent. Just then the warning red light flashed out ahead, and again, the third time, the engineer blew the signal for "down brakes." but before it was heeded, the junction was reached, the engineer had left his engine and the colition had occurred. Dr. Dennier advised his patient to keep quiet and not to see any one else until morning. He promised to do so, adding that in the merning he hoped to be able to make a formal report to the superintendent regarding the accident, which he said would be substantially what he had told the physician.

SCENES AT THE MORGUE.

The bodies of Smith and Bornius were taken at once to the Morgue in Fourth-st., Long Island City, a low wooden structure which had once served as a dwelling. An undertaker was sum moned and the bodies were placed in coffias. A large crowd of curious gathered around the house. About 10 o'clock the brother of Edward Bernins-to whom a telegram had been sent stating that Thomas Burnett had been killed-arrived at the Morgue and identified the body as that of his brother. Soon after two brothers of Robert Smith appeared and recognized the body. Both were deeply moved. They made arrangements to have the bodies taken home this morning. The interment, they said, would be in the Cemetery of the Evergreens. The crowd of curious people remained about the Morgue until after 11 o'clock, despite the light rain which feil.

Coroner Robinson, who was on the train, after doing all possible to extricate the injured, went to hisoffice near the ferry, where he took the statement of the Smith brothers regarding the dead book-maker. He expected that the brother of Bernius would call at the office, but he did not do so, going directly home.

DR. PRYOR'S SERVICES. Dr. William R. Pryor, of No. 107 East Thirtyfifth-st., was a passenger on the Manhattan Beach train and assisted in caring for the injured after the collision. He gave to a TRIBUNE reporter the following account of what he saw and did:

"I had been to the races and was on my way home when the accident occurred. I was in the parlor-car near the engine, about four seats from Continued on Fifth Page.

FROST AND DROUTH.

CHICAGO TRADERS PERPLEXED. UNABLE TO ESTIMATE THE DAMAGE TO THE CROPS. ISY TELEGRAPH TO THE TRIBUNE.

CHICAGO, Sept. 11 .- "It is not possible," said a large corn trader to-day, "to say yet what the damage to corn has been. I have read the newspapers earefully and cannot for the life of me draw any deductions from their pages of special telegrams. It is the same way with my private telegrams, although I place more reliance in them because they come from grain shippers or grain growers. I have raised corn myself and know that it takes a week after a frost for anybody ruined. Frost will strike one field and ruin it and not touch the next. I am sure of only one thing, that the farmers will hold back their corn whether there has been any substantial damage to the growing crop or not. The mere alarm raised over frost will cause them all to

expect 60-cent corn."

The Furmers Review, from very extended advices, will The Furmers' Review, from very extended advices, win publish in to-morrow's issue the following comment on the injury to the crops by the recent frosts: "The extent of this injury it is impossible at this writing to accurately determine. In all the territory visited by the frost, some fields were so fully matured as to receive no damage. In many parts corn on high ground escaped injury, while that on low ground was severely cut. It will be safe, we think, to estimate the injury in the territory named at 25 per cent of the estimated crop."

OPINIONS AT THE PRODUCE EXCHANGE. VARYING ESTIMATES OF THE DAMAGE TO THE CORN

CROP BY FROST. The effect of the frost on the corn crop occupied the attention of the members of the Produce Exchange yesterday to a great extent, and opinions varied largely. The "shorts" asserted stoutly the injury had not been as great as reported, while the "longs" were equally determined in their assertions that he damage was great and extensive. The effect on the market was not marked, however. The price of orn, fluctuated but the variation was confined within a range of from one-half to one cent.

George C. Martin said of the feeling at the Exchange: "I rather think you'll find it varying according to whether a man is 'long' or 'short.' However, I have my own views, and decided ones, that the injury to the Minnesota, Michigan and Wisconsin produced 350,000,-009 bushels of corn; and Illinois, Missouri, Kansas and Neoraska 500,000,000. These eight States furnish baif of the corn crop of the country. The frost extended ever most of this district, so that you can see how great an interest it imperils. It is difficult to judge now of the extent of the damage done; we can tell better in a week, trustworthy dispatches from private sources, however, frost has been very great. As one indication I can tell you that one telegram stated that the damage along the Rock Island Ratiroad was so great that my informant dared make no report of it. The injury is exceedingly serious, judging from all that I can learn, and it will be a grievous one for the country."

H. T. Kneeland had a like view of the situation. He

believed that of the 1,800,000,000 bushels of corn calculated upon as the crop for this year, 300,000,000 had been cut off by the frost. This would diminish the culated upon as the crop for this year, 300,000,000 had been cut oft by the frost. This would diminish the supply at the seaboard, where the amount of surplus for exportation was determined. "A small surplus, even," sail Mr. Kneeland, "a sould show that tels country had enough corn for itself, and so the price of it in that case would hardly be affected. A failing off of 300,000,000 boshels would not make a short supply for this country. I have information from various private sources that the damage by the present frosts is extensive. A private telegram from London states that the corn crop in the Danubian provinces is a failure, owing to the drouth. This will make an extraordinary demand on this country and may raise the price of corn. The wheat crop is also short by 50,000,000 to 100,000,000 bushels, and this will probably be a factor in the price of corn. If the crop of corn is not diminished in quantity by the frost, it certainly will be in quality, as a rew will be much soft corn."

A telegram reserved by a leading dealer through a private source from Chicago, said: "From reliable information, based upon therough and careful examination, bused upon therough and careful examination, we are fully convinced that the damage to corn in this State, from about the centre northward, is incalsulably large. The greater portions of lowa, wisconsin and Michigan have suffered to the same extent."

Thomas A. Melntyre, the secretary of the Produce Exchange, said that no one could yet tell the extent of the injury to the crop. Sometimes a frost—at the right time—nelped the corn; at others it migred it. Until the crop were harvested it would be impossible to form an estimate of the damage. It would not be possible, in his opinion, to determine how much the crop was affected, at least for a month, and probably six weeks. No great effect, Mr. Molntyre stated, had been produced on the market yet, although the market yeaterday was fluctuating. Varying only from one-half to one cent, however.

OHIO CORN AND TOBACCO INJURRD. IBT TELEGRAPH TO THE TRIBUNE. ]

CINCINNATI, Sept. 11 .- Dispatches from many points throughout this State contain Information of the ismage to crops by the frosts of Saturday and Sunday nights. In Holmes County corn is severely injured it not ruined altogether. Reports to the same effect come from all parts of the State. Tobacco is also badly dam-

WESTERN NEW-YORK CROPS SUFFER. (BY TELEGRAPH TO THE TRIBUNE.)

WARSAW, Sept. 11 .- A heavy frost in Wyoming sunday night killed all the late potatoes not matured, buckwheat just filling out, rendered worthless the beaus ruined grapes and badly injured hops which remained unpicked. Corn was considerably out up and other perishable crops were more or less injured. Farmers are discouraged. The less is estimated at \$100,000 to the county.

GENERAL CONDITION OF CORN AND WHEAT. REPORTS TO THE GOVERNMENT-A FALLING OFF

OF 86,000,000 BUSHELS OF WHEAT. Washington, Sept. 11.-September returns to the Department of Agriculture indicate a lower con-dition of corn than in August in every section of the country and in nearly every State. The only gains in the West are in Missouri, Kansus and Nebraska, where slight improvement is indicated. The corn surplus liates show changes as follows: -Ohio, a reduction from 89 to 82; Michigan, 68 to 60; Indiana, 95 to 85; Illinois, 8d to 82; Iowa, 85 to 80. The lucrease in Missouri is from 83 to 84; Kausas, 99 to 101; Nebraska, 84 to 87. The decline in New-York is from 90 to 77, and in Pennsylvania from 99 to 89. The general average of condition on September 1 was 84, a decrease of 5 points during the last month. The cause of this reduction is drouth, which is reported from every State of the Atlantic coast, the Gulf coast, and the Onio Valley, and beyond the Mississippi to the crest of the divide between that river and the Missouri. Between the Ohio River and the lakes the distribution of rain has been unequal, a deficiency being generally reported. The crop is nearly everywhere late, requiring a season one or two weeks on ger than usual to mature.

Telegraphic communication with State agents up to 3

o'clock tals afternoon shows that the recent frosts have damaged corn north of the fortieth parallel. The Ohio damaged corn north of the fortieth parallel. The Ohio agent places the injury in that State at 20-per cent. The Indiana agent estimates the loss as from 10 to 20 per cent in the northern section and 5 per cent in the middle belt. The loss is heavy in Wisconsta and Minn esota. There is also some injury in New-York and Pennsylvania. While the damage cannot yet be clearly deterlmined, it is certain that frost have already reduced the general average below 80, though much of the heaviest corn of the West is beyond serious injury. "The condition of wheat when harvested," as reported in these returns, averages 83, which indicates a product 17 per cent less than the yield of last year, or a loss of 86,000,000 bushels.

The crop of oats will be large, the general average being 99. The promise for potatoes is good, the average being 95 per cent, three points higher than the reported average of September, 1882.

GOOD CROPS IN NEW-ENGLAND.

Boston, Sept. 11 .- The Journal has reports from Maine, New-Hampshire and Vermont showing the present condition of the crops. Despite the drouth, the staples in Maine are in a fair condition. As not more staples in Maine are in a rair committee. As not more than half the grain crops have been harvested, later returns may show a difference. The percentages are: Wheat, 103; oats, 121; bariey, 107%; corn, 108; potatoes, 121. The following is the probable yield in bushels: Wheat, 712,598; oats, 761,713; barley, 293,227; buckwheat, 300,000, rye, 30,000.

In Vermont grain of all kinds looks finely and is of

In Vermont grain of all kinds looks finely and is of superior quality. The estimated yield of the principal crops is as follows: Potatoes. 3,500,000 bushels; oats, 3,903,000; wheat, 372,000; corn, 2,056,000; barley, 273,500; buckwheat, 370,000. Finis yield is slightly above the average yearly production. The yield of orchard fruits will be small, but the season has been favorable for the production of butter and cheese.

THE VIRGINIA DROUTH ENDED.

Petersburg, Va., Sept. 11.—The protracted drouth, which has done great damage to the crops throughout the State was ended to-day. Heavy rains have fallen in all parts of Virgins, but they came too late, it is feared, to do the corn much good. Forest first have destroyed a large quantity of valuable tim. r

lands, undergrowth and cord-wood in the adjacent counties. At last accounts the fires were still burning. They extend over a large area and in some instances weathfulds have been destroyed. It is feared that considerable game has been burned.

LIGHT FROST IN GEORGIA. COLUMBUS, Ga., Sept. 11.—Reports received here state that there was a light frost in Meriwether County this morning. No damage was done.

NO DAMAGE-IN MONTANA. HELENA, Molt., Sept. 11 .- Frost on Sunday night nipped the potato vines slightly, but did no dam-

SEVERE STORM IN NORTH CAROLINA.

age to corn or other grain.

WILMINGTON, N. C., Sept. 11 .- A severe wind and rain storm has been prevailing here for the past thirty hours. The wind reached its highest velocity of forty miles at 7 a. m. to-day. Its velocity now (10 a. m.) is thirty-two miles. No aerious damace is re-ported in the city or harbor. The Signal Service tele-graph wires are all down, and there is no news yet from the coast.

SEQUELS TO THE BARLOW FAILURE.

RUMOES OF PROCEEDINGS AGAINST THE PRESIDENT OF THE ST. ALBANS TRUST C MPANY. [BY TELEGRAPH TO THE TRIBUNE.]

Boston, Sept. 11 .- When Brad ey Barlow, President of the Southeastern Railway Company, failed, about two months ago, he also brought down the St. Albans Trust Company, its president, Lawrence Brainerd, having indorsed paper for Barlow. It has been apparent for several weeks that trouble was brewing for Brainerd, who is openly accused of violating the provisions of the charter of the trust company in making loans. A dispatch to The Journal from St. Albaus says that at the opening of the September term of the Franklin cerning the probability of criminal charges being pre-ferred against Mr. Brainerd and other officers of the

F. SHAW & BROTHERS' INSOLVENCY.

THE ASSIGNMENT TO F. A. WYMAN SUSTAINED IN HAMILTON COUNTY.

NORTHVILLE, N. Y., Sept. 11 .- A trial has just terminated here in which the validity of the sessignment of F. Shaw & Brothers to Ferdinand A. Wyman has been sustained by a jury. F. Shaw & Brothers and Mr. Wyman were represented by Senator Kernan. The jury returned a verdlet sustaining the assignment in all particulars and assessing the value of the property at \$285,816.

A BREACH OF PROMISE SUIT ENDED.

THE REV. MR. KEISER TO PAY \$1,000 TO MISS MILLER, OF PHILADEEPHIA.

READING, Penn., Sept. 11 .- The suit for \$10,000 damages brought by Miss Elizabeth K. Miller, of Philadelphis, against the Rev. Alexander S. Keiser, of P. ttaville, for breach of promise of marriage, was tried to-day, ... od the jury gave a verdict for \$1,000 for the belay, and the jury gave a vertice for 5,000 for the plaintiff. While Mr. Keiser was attending a course of studies for the ministry he paid attention to Miss Miller and a child was born. Keiser promised to marry her after he became a minister, but subsequently married another woman of Pottaville. Miss Miller had previously received \$500 from Mr. Keiser for the maintenance of the child.

SHOOTING HIS WIFE AND BROTHER-IN-LAW. A ST. LOUIS ENGINEER'S BLOODY WORK-HIS AT-

TEMPT AT SUICIDE. St. Louis, Sept. 11 .- Henry B. Blessing, an engineer, made a murderous assault upon his brother-in-law ast night, firing six shots at him. All of the shots took effect and will prove fatal. Blessing then fir d two shots at his wife, both of which struck her, inflicting shots at his wire, both of which structs are, induced an agrous wounds. He escaped, but he was found an hour later in the garret of his house with his throat cut from ear to car. He was laken to the dispensary, where he attempted to explain his acts, but he could not talk, his windpipe being nearly severed. His wife is in a settled condition.

A WIFE THROWS HERSELF INTO THE SEA.

ATLANTIC CITY, N. J., Sept. 11.-The body of the wife of Paul Hambrick was found this morning on the beach, near the West Jersey pler. The body was clothed in a night dress, and had the appearance of bav-ing been in the water only a few hours. Mrs. Ham-brick, who arrived acre a few days ago from Washing-ton, was a highly respected lady. It is believed that see

CHARGED WITH EMBEZZLEMENT.

PHILADELPHIA, Sept. 11. - William H. Parnail was arrested and arraigned for a hearing to-day upon the charge of the embezziement of \$8,700 from Sinclair & Laughlin, wholesale grocers. He was in the employ of the firm as bookkeeper and it is alleged that his peculations have been going on for a long time. He was held for a further hearing next Friday.

TWO MEN DROWNED IN LAKE CHAMPLAIN.

TROY, Sept. 11 .- Howard Stevens and George Brown were drowned in Lake Champiain, near Platts burg, last Sunday by the capsizing of a sail-boat. A. J. Smith, another of the party, drifted with the boat for ten hours, finally landing on an island. He reached Plattaburg last night.

THE STEAMER BRISTOL DAMAGED.

FALL RIVER, Mass., Sept. 11 .- While aphingthe dock at this city in a dense fog this m ing the steamer Bristol came into collision with the schooner, T. M. Thomas, of Taunton, anchored near the channel, breaking off the jibboom of the schooner and tearing off the planking of the surboard wheel-house. The damage will be repaired te-night.

LEAVING HEAVY DEBIS BEHIND HIM.

CIIICAGO, Sept. 11 .- A dispatch from Vincennes, Ind., says that J. C. Bedeil, wao represented the commission house of McCormick & Beebe, of Chicago, in that city, has disappeared, leaving an indebtedness of \$25,000. The Chicago firm says that it is in no way affected by Bedell's flight.

CASE OF JARRARD, THE ALLEGED FORGER,

NEW BRUNSWICK, N. J., Sept. 11.-In the Middlesex County Court to-day Judge E. W. Seudder, of the Supreme Court, charged the Grand Jury clearly as to its duty in the case of L. D. Jarrard, the defaulting County Collector, now in Wolland, Out., Jail awaiting extrauition on a charge of forgery.

ARREST OF J. M. HAVEN.

RUTLAND, Vt., Sept. 11 .- J. M. Haven was arrested yesterday on a charge of embezzling \$40,000 while he was treasurer of the Rutland Railroad Company. His examination was postponed one week, bail being fixed at \$10,000, which he furnished.

TELEGRAPHIC NOTES.

THE KNIGHTS OF ST. JOHN AND MALTA.

PHILADELPHIA, Sept. 11.—I've minth annual convocation of the Chapter-General of America of the Knights of St. John and Malta was opened here to-day, and adjourned after appointing committees. The session will last two-days, CATHOLIC PRELATES ASSEMBLING.

BALTIMORE, Sept. 11.—The council of Catholic prelates which will assemble in this city to-morrow for the purpose of perfecting arrangements for their visit to Rome and discussing and deciding on the matters to be presented to the Pope, will be of a strictly private character. Archibalop the Pope, will be of a strictly private character. Archibalop Child States, will preside.

STATE CLAIMS COMMISSION IN SECTION 11.

STATE CLAIMS COMMISSION IN SESSION. ALBANY, Sept. 11.—The new S ate Commission of Claims held its first session this morning. Several cases have been dismissed because counsel of the claimants failed to appear.

THE KNIGHTS TEMPLAR OF NEW JERSEY. TRENTON, N. J., Sept. 11. The annual conclave of the Grand Commandery of Knights Templar of New Jersey was in seasion here to-day. Officers were elected for the coming yest.

coming year.

THE ORIOLE PESTIVAL IN BALTIMORE.

BALTIMORE, Sept. 11.—The programme for tonight, the opening of the Oriole Featival, embracing a procession of steamers executing Lord Bantimore up the harbor, a
grand display of fireworks and street parade, has been postbound on account of rain until to-morrow night. The city is
used with visitors, many from distant Southern States, and
notwithstanding the rain the streets are crowded with
recode.

SERIOUS RIOTS IN CANTON. PROPERTY OF EUROPEANS DESTROYED.

FOREIGNERS TAKE REPUGE ON SHIPS—TROOPS RE STORE ORDER-FEARS OF ANOTHER OUTBREAK. LONDON, Sept. 11.—Dispatches from Hong Kong state that a Chinese mob at Canton burned the houses of several European merchants, and also their warehouses, causing great consternation among the foreign residents, most of whom sought refuge on board vessels in the river.

The riot was caused, it is said, by a number of Portuguese sailors killing a Chinaman in an affray. During the riot the mob threw the contents of the buildings which they attacked upon the wharves and looted them. No violence was offered to persous. The riot lasted several hours and order was not restored until the arrival of the Chinese troops. The natives are so excited against foreigners that a renewal of the riot is momentarily expected. Two war steamers have started from Hong Kong to pro-

tect life and property at Canton.

The British Admiralty has been informed of the

The British Admiralty has been informed of the occurrence of a slight disorder in Canton, but no orders have been transmitted to the English fleet in Chinese waters in connection therewith, the Admiral in command being left to act as be thinks best under the circumstances of the case.

HONG KONG, Sept. 11—5:20 p. m.—The authorities of Canton were slow in repressing the disorder. Although order has been restored there, great excitement prevails among all classes. Much indignation is expressed at the absence of men-of-war to protect the European residents.

EXCITEMENT IN PARIS. LONDON, Sept. 11 .- A dispatch to the Exchange

Telegraph Company from Paris says the rioting in Canton has caused a great sensation in all circles, and will, it is feared, result in a collision between the French and Chinese.

THE DISPATCH OF REINFORCEMENTS. LONDON, Sept. 11.—A dispatch from Paris to the Exchange Telegraph Company states that M. Tseng, the Chinese Ambassador, prior to leaving Paris for London, communicated with M. Challemel-Lacour, the French Minister of Foreign Affairs, relative to the reinforcement of the French forces in Tonquin. In reply M. Challemel-Lacour says that he cannot stop the dispatch of reinforcements while there is danger of war, and that this only can be removed by the settlement of a basis upon which a treaty

THE ATTITUDE OF ENGLAND. PARIS, Sept. 11 .- A London dispatch to the

can be made.

dor to France, will shortly return to Paris without finishing his furlough. The dispatch states that his unexpected return is based upon the reason for believing that England, after a preliminary understanding relative to the Tonquin question shall have been arrived at by France and China, will tender her offices for the delimitation of the Ton-LONDON, Sept. 11 .- It is stated that the Marquis

Tseng, who has arrived in this city, will have an interview with Lord Granville, Secretary of Foreign Affairs, before returning to Paris.

THE TROUBLES IN HUNGARY.

PEASANTS IN REBELLION. AGRAM, Sept. 11 .- The peasants living between Glina and Petrinia are in full rebellion. The moves ment is directed chiefly against the land-owners. A strong military force has been dispatched to the scene of the disturbance. No particulars have yet

MORE RIOTS IN CROATIA.

LONDON, Sept. 11 .- A dispatch to the Exchange Telegraph Company from Paris states that riots have occurred on the northern frontier of Croatia, where the peasantry are rising and are insulting the

VIENNA, Sept. 11 .- Count Kalnoky, Minister of Foreign Affairs, has sent a dispatch to all representatives of Austria abroad, informing them of the precise status of the insurrectionary movement in Croatia, and announcing the determination of the Government to use extreme measures to suppress

the rebellious movement forthwith. The Mayor of Agram has issued a proclamation

forbidding the assembling of groups of persons for any purpose, and prohibiting people from walking abroad after dark.

Herr Tisza, the Hungarian Prime Minister, has summoned the principal notables to Agram, including the former Ban, to consult upon the situation and to devise means for the suppression of the disponeers.

JEW-BAITING DENOUNCED BY A BISHOP. PESTH, Sept. 11.—The Bishop of Veszprim Jew-baiting is most un-Carlstian, and exhorts the clergy to use all their endeavors to divert their flocks from fol-

MISCELBANEOUS FOREIGN NEWS.

THE CATTLE DISEASE IN ENGLAND. LONDON, Sept. 11 .- The continued spread of the cattle disease in nearly every portion of England causes the greatest uneasiness. In some sections of England only American beef is now to be obtained. Reports from Scotland state that the disease has not yet made its appearance there.

THE POWERS AND THE EASTERN QUESTION, BERLIN, Sept. 11 .- The signatories of the Treaty of Berlin are debating whether they shall enter a protest against the entrance into Bulgaria of Russian officers in disguise.

HONORING SOBIESKI'S MEMORY. VIENNA, Sept. 11 .- The bi-centennial of the liberation of Vienna by John Sobieski, King of Poland, in 1683, was begun to-day by the unveiling of a memorial

tablet in honor of the event. The principal ceremonies will take place to-morrow, which is the anniversary of the final victory over the Turkish invaders. THE RIGHTS OF THE ORLEANS PRINCES. PARIS, Sept. 11 .- The Figaro states that

the Comtesse de Chambord authorizes the publication of the statement that her decision regarding the position of chief mourner at the funeral of the Comte de Cham-bord imputed no refusal on her part to recognize the in-disputable rights of the Orleans Princes,

LAROR QUESTIONS IN ENGLAND. MANCHESTER, Sept. 11 .- At a meeting of the Laucashire Cotton spinners' Society to-day a resolution was passed declaring that the depressed state of the cotton goods trade demands a reduction of wages. The resolution applies to both the spinning and wearing

resolution applies to both the spinning and wearing departments of the factories.

BIRMINGHAM, Sept. 11.—The annual reports which have been read at the Trades Unions' Congress, in session here, speak very favorably of similar congresses held in the United states, whose purposes and methods are the same as those of the English congress. There has been an exchange of letters and reports upon the objects of the organizations between the English and American societies.

TURKEY AND THE UNITED STATES.

CONSTANTINOPLE, Sept. 11 .- Mr. Wallace, the United States Minister, was informed the Porte that he is willing to accept the new license law, provided Americans be placed on an equal footing with subjects of other nations. The Porte has replied that it has no intention to make any discrimination whatever on account of nationality. The question is therefore considered settled.

AN ELOPEMENT IN CANADA. TORONTO, Sept. 11 .- James Redfern, a retired Euglish gentleman, who has been living here some time, has eloped with the daughter of Robert Spratt, commission merchant. Refern some years ago mannies a beautiful and accomplished haly of Buffalo, who is said to have returned to her relations in that city.

THE DONCASTER SEPTEMBER MEETING. London, Sept. 11 .- The Doncaster September Meeting began to-day. The race for the Champagne Stakes, for two-year-olds, was won by R. Peck's Illy

Superba, with J. H. Houldsworth's Spring Morn sec d Siperba, with J. H. Hoddsworth's Spring Morn scond, c. J. Lefevre's Wild Thyme third, and M. A. Long's Coudor fourth. There were only four starters. The last betting was 6 to 4 on Superba, 5 to 2 against Spring Morn, 5 to 1 against Wild Thyme, and 5 to 1 against Condor. Superba won by three lengths.

All the curries of J. R. Keene for the meeting have been scratched.